



Alaskan Way Viaduct and Seawall Project

Flexible Transportation Package



1. Present AWW Flexible Transportation Plan

- A transit rich environment
- Primary goal is to maintain mobility
- Evolving plan, continued refinement anticipated

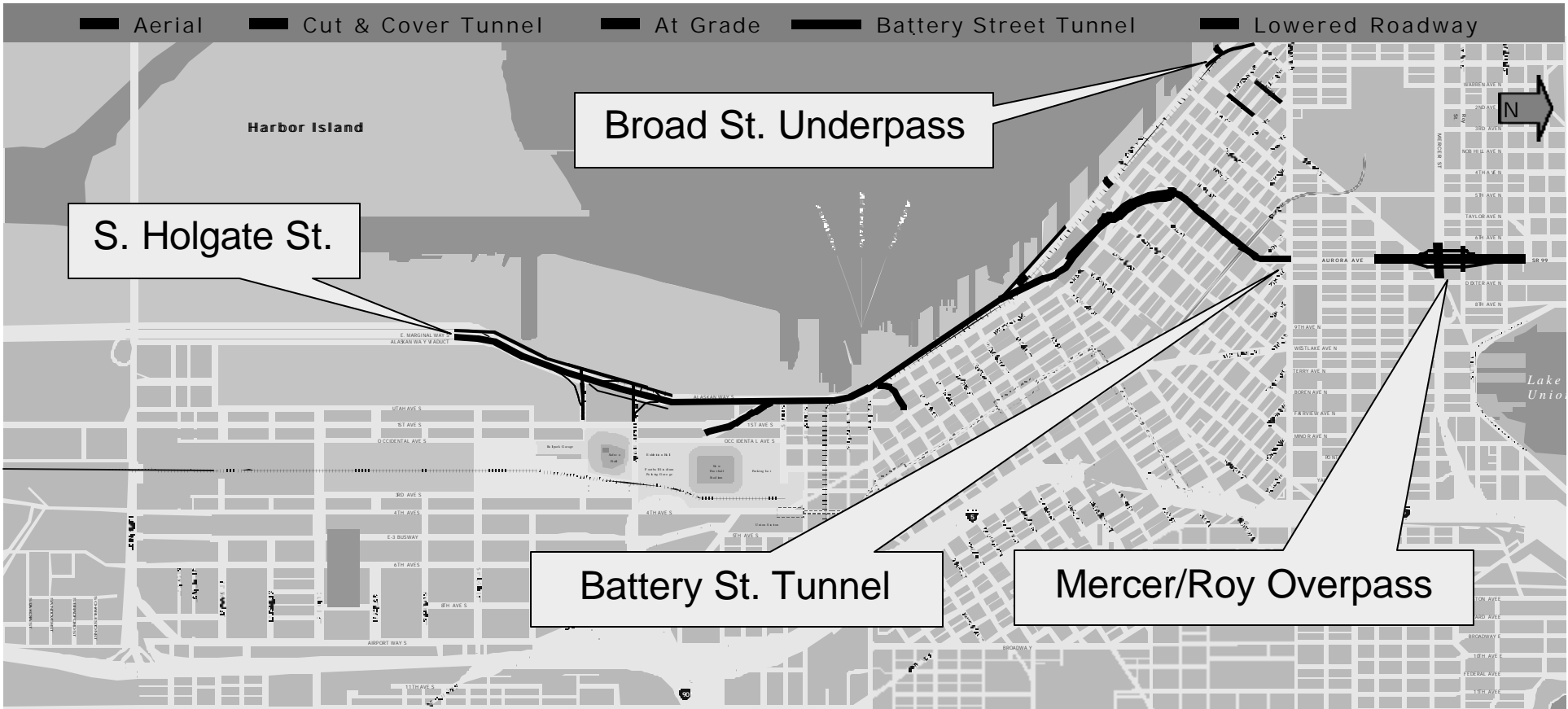
2. Identify Construction & Long-Term Flexible Elements

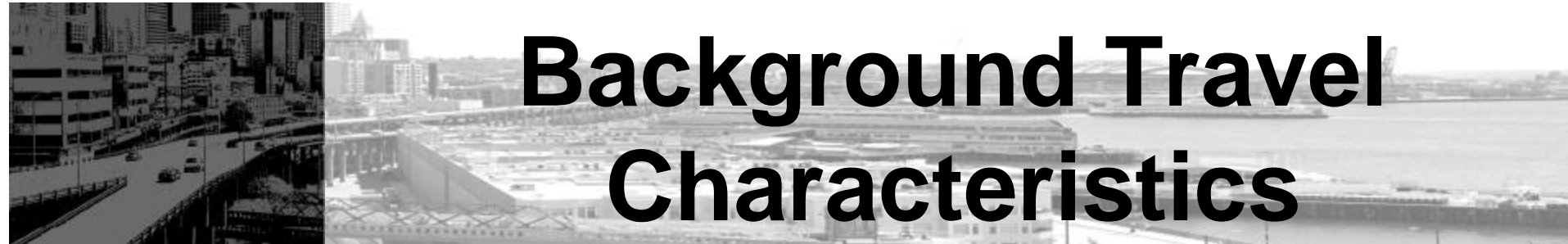
3. Answer Questions





- **Focus on First Operable Phase**
- **Flexible Transportation Plan based on Preliminary Preferred Alternative**
- **Address Central Waterfront**
 - S. Holgate to Battery Street Tunnel
 - Use of Battery Street Tunnel
 - South Lake Union & North Waterfront improvements





Background Travel Characteristics

In 2030 First Operable Phase:

- Proposed mainline capacity anticipated to just meet 2030 traffic demands
- Modest vehicle trip growth in the AWW corridor, with major increases in transit demand anticipated
- Corridor congestion may result from operations
 - lane maneuvers,
 - ramp termini,
 - merging conditions,
 - special events



Our Mission for the Flexible Transportation Plan

- **Can we:**
 1. Reduce reliance on the single occupancy vehicle (SOV)?
 2. Improve pedestrian and bicycle environment?
 3. Improve community and intermodal connections (to waterfront, ferries, & transit within corridor)?



Our Mission for the Flexible Transportation Plan

- **Can we:**
 4. Improve traffic, freight and transit operations by managing travel patterns & events within corridor?
 5. Front-load the proposed systems, providing relief during construction as well as on-going benefits to the community?



- **A Coordinated Effort**
 - WSDOT
 - TDM Resource Center
 - NW Region Traffic
 - City of Seattle Department of Transportation
 - Mobility Management
 - Traffic Management
 - King County Metro Transit
 - Project staff



- Review of existing regional and local policies, plans and programs
 - Metropolitan Transportation Plan
 - Regional TDM Strategy
- Evaluation of other similar projects
 - I-235 Interstate Reconstruction, Des Moines IA
 - I-405, TransLake Projects, Seattle WA
 - Central Artery Project, Boston MA
 - SR 91, Orange County CA
 - I-15, Salt Lake City UT
 - Ft. Washington Way, Cincinnati OH



What is Flexible Transportation?

- **Flexible Transportation Strategies Include:**

- Transportation Demand Management (TDM)
- Transportation Systems Management (TSM)
- Transit Supportive Improvements



- **Flexible Transportation Strategies:**

- Provide alternatives to the single occupancy vehicle
- Provide incentives to reduce trip demand or switch to non-SOV modes
- Help minimize traffic congestion impacts for travelers
- Improve systems operations





Plan Categories

1. Provide alternatives to single occupancy vehicle (SOV) trips
2. Provide incentives to reduce auto trips by encouraging non-SOV modes
3. Manage traffic to avoid congestion and delay especially during construction and special events
4. Serve specific key markets within the study corridor



Category 1: Provide Alternatives to SOV

- **Direct Transit Enhancement**
- Expand Vanpool/VanShare Program
- Worker/Commuter/Parking Shuttles During Construction
- Expand Waterfront Streetcar Track Capacity (double track replacement)
- Pedestrian and Bicycle Enhancements Along Waterfront
- New Pedestrian overpasses to ferry dock





Direct Transit Enhancement

- Conceptual Investment (not yet defined)
- Goal to Expand Transit Service
 - Corridor bus service
 - New Bus Rapid Transit service, or alternate HCT supplement
 - Passenger improvements at WSF





Direct Transit Enhancement

- Focus on SR 99 Corridor
 - W. Seattle/CBD
 - North Seattle/Ballard/CBD
 - Coleman Dock Access
- Budget: \$60 Million (2002 dollars)
- In Addition to Specific Work-Zone Transit Improvements





Category 2: Incentives to Reduce Auto Trips

- **Convert Long-term Parking to Short-term and Carpool Parking**
 - Alternative Parking Mitigation Program
(mitigate impacts to short-term parking supply by converting long-term parking capacity)
- Expand FlexPass Program
- Extend Employer Market Programs to job sites with fewer than 100 employees
- **Personalized Transportation Consultation**

Convert Long-Term Parking to Short-Term and HOV Parking

- Manage price and supply of long-term commuter parking in the downtown area while mitigating impacts to short-term (non-commuter) parking
- Benefits:
 - Converts long-term parking spaces adjacent corridor to short-term use
 - Increasing long-term commuter parking costs
 - Reduces reliance on SOV
- Budget: \$15 million (2002 Dollars)*



* includes mitigation of direct impacts to short-term parking



Personalized Transportation Consultation

- Target Viaduct users specifically
- Provide travel alternatives to meet individual user needs
- Market-based approach (neighborhoods, ferry users, small businesses)
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- Example Benefits (Perth, AU):
 - Vehicle trips and VMT fell by 15%
 - Bike/Ped and transit use increased
- Budget: \$4 million (2002 Dollars)





Category 3: Manage Traffic to Reduce Congestion and Delay

- Mainline and/or Ramp Pricing (Dynamic Tolling)
- Incident Management
- Transit Signal Priority
- Ramp Metering
- Parking Lot Guidance
- Traffic Signal System Enhancements
- Improved Signage and Surveillance
- Traffic Management Center Upgrade
- Traveler Information Systems





Ramp and Roadway Pricing

- Implement tolls on mainline and/or ramps to manage traffic demand (dynamic tolling based on demand and congestion)
- Benefits: Diversion of 15% trips from Viaduct and could generate net revenue for reinvestment in corridor





Category 4: Manage Traffic During Construction & Special Events

- Event Management Systems and Services
- Smart Work Zones
- Temporary Transit/Truck-only Lanes
- Truck/Commercial Vehicle Restrictions and Prioritizations
- Armory Way & Broad St./BNSF Underpass
- Ferry Vehicle Management Site





- ***Direct Flexible Transportation Programs***
 - Demand & Systems Mgt. Strategies: \$ 40 M
 - Direct Transit Enhancement: \$ 60 M

Subtotal: \$100 M

- ***Pedestrian & Bicycle Facilities***
 - Surface Street Improvements: \$ 43 M
 - Pedestrian Crossings: \$ 7 M

Subtotal: \$ 50 M

All Costs are 2002 Dollars



- ***TSM/TDM-Related Construction Mitigation***

- Worker/Commuter Shuttles: \$ 5 M
- Allow Expansion of Waterfront Streetcar: \$ 6 M
- Parking Conversion: \$15 M

Subtotal: -----
\$26M

All Costs are 2002 Dollars



What Does It Add Up To?

- ***Other “Hard-Wired” Supportive Programs***

– Tunnel ITS Element and Signage:	\$ 14 M
– TSMC Upgrade:	\$ 20 M
– ITS Enhancements and Signage (S. Holgate to S. King St.):	\$ 6 M
– Arterial/Railroad Grade Separations (Armory Way/Broad St.-BNSF Underpass):	\$ 53 M
– Ferry Vehicle Management Site:	\$ 50 M

Subtotal: \$143 M

All Costs are 2002 Dollars



- Direct Flexible Transportation: \$100 M
- Pedestrian/Bike Facilities: \$ 50 M
- Construction Mitigation: \$ 26 M
- Other Supportive Programs: \$143 M

Total Flex-Transportation Plan: \$319 M

All Costs are 2002 Dollars



Q&A on Overall Plan